

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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REPORT

SUBJECT Ports of Szczecin and Swinoujscie

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a copy of a report on the ports of Szczecin (Stettin) and Swinoujscie (Swinemuende), and military installations near Szczecin. The report includes information on the operation of the two ports, plus sketches, with keys, indicating the location of military and port installations. 1

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1. ~~S~~ The movement of ships in the port of Szczecin is regulated according to plans of the Ministry of Shipping, based on the forecast of import and export volume provided by the Ministry of Foreign Trade. The ports division regulates anchoring, loading and unloading, and works out an advance plan as to which port and berth a ship will be directed, as well as which sheds will be allocated for its cargo. The port is divided into an anchorage and ^a storage section, each of which is headed by a director with a staff of clerks, porters, and other port employees.

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2. ~~12~~ Ships going to Szczecin port take a pilot aboard at Swinoujscie (Swinemünde) to direct the ship to its berth. After the ship has been secured, the owner's agent comes aboard, and takes the ship's papers and all other papers and documents relating to the cargo to be loaded or discharged to be endorsed by the harbor master (Kapitan Portu). At the same time the customs agents come aboard to ascertain that the ship carries no contraband goods.¹ They check the sailor's books and examine the luggage of those going ashore. For passenger vessels, the passport control and luggage examination are carried out by the customs and soldiers of the Frontier Guard (WOP) on the ship before passengers are permitted to land. Members of the crew are permitted ashore after examination of their seaman books.
3. ~~12~~ The whole western part of the port area of Szczecin is fenced in, either by concrete walls or by buildings. Entry passes (temporary or permanent), issued by the Port Authority, are required for the port area. The port is guarded by a special 300-man unit of the militia, which previously came under the Port Authority but is now part of the municipal militia of Szczecin. There are guards at every gate and patrols along the quays and walls of the port. The control of persons entering or leaving the port area has been tightened recently and it is practically impossible to do either without a permit.


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-3-

There were cases, though, of persons succeeding in entering of the port area with the aid of ships' crews and even/boarding to foreign ships and/sail abroad.

4. ~~3.~~ Since the average depth of the channels and berths in the port of Szczecin is 12 meters, only ships of up to 11,000 tons are able to enter the harbor. The harbor of Swinoujscie, however, is deeper, and there are no similar limitations on the entry of ships. Its narrow passage permits only one ship of over 5,000 ton displacement to pass at a time in either direction.

Military Installations Near Szczecin

5. ~~3.~~ The following military installations are near Szczecin:
- a. The headquarters of a mechanized division and a mechanized infantry regiment are quartered on Zaleskiego Street in the town. Another regiment of this division is quartered on the outskirts of Szczecin at the end of Mickiewicza Street. Near these barracks of the regiment and further from the center of the town a Soviet unit is billeted.
 - b. The brigade headquarters of the WOP is located on Piotra Skargi Street in Szczecin.
 - c. An artillery unit subordinate ^{to} the navy (coastal defense units). It has a strength of an artillery division

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-4-
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(about three regiments). Their armament includes 205 (?) mm. guns which are towed by Staliniec type artillery tractors. Concrete coastal defense emplacements are scattered mainly in the sector Dziwnow-Kolobrzeg (Kolberg N 54-11, E 15-35).

- d. The naval training base for recruits is near Kamien. Next to it a regiment of Marines (Piechota Morska) is stationed. The men wear naval uniforms and are trained mainly in landing operations.
- e. At Drawsko (Dramburg N 53-32, E 15-48), is a very large military camp which was constructed by the Germans. There is also an airfield with hangars and underground stores which is used by the air force. A mechanized regiment is stationed near the airfield. Training grounds for military exercises at the army level are located next to the camp. The whole area is covered with forests.
- f. In 1957 a Soviet garrison headquarters was established in Szczecin.
- g. A Soviet special communications regiment, which includes radar units, is stationed at Lowicz (N 52-07, E 19-56).
- h. The radar station in Gdansk is located on the top of the naval office (Urząd Morski) in the port area. There

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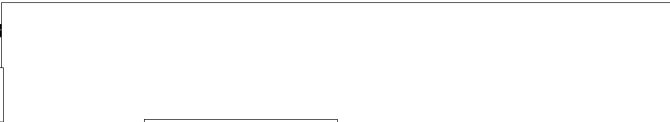




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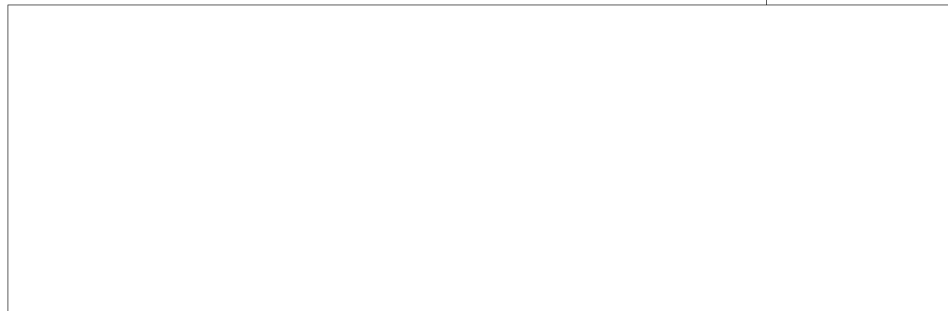
is also a radar station on top of the naval office in the port of Gdynia.


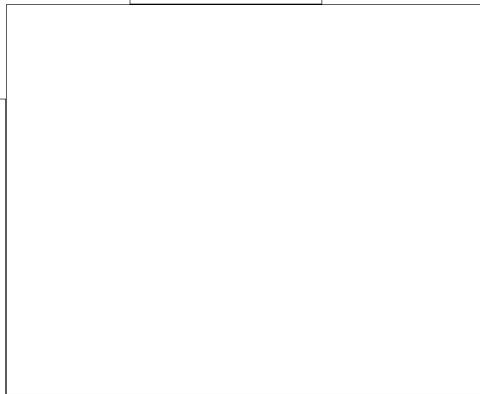
- i. The principal naval radar station is east of the Babie Doly airfield.

6. ~~3.~~ The following personalities are known:

- a. Colonel Abramow (fnu)  is the commander of the special communications regiment in Lowicz, where he also resides 

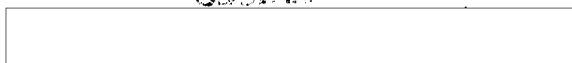
- b. Colonel Henryk Aszkinaze  is the commanding officer of a searchlight battalion in Warsaw. 



- c. Brigadier General Jan Frey-Bielecki  is the commander of the Air Force. 



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-6-
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- d. Tadeusz Dabrowski [redacted] headed the Central Directorate for Ports until 1957. [redacted]

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- e. Brigadier General Juliusz Hibner [redacted] is an under-secretary of the Ministry of Interior. [redacted]

- f. Colonel Wacław Jagas [redacted] is the chief of operations of the Warsaw military district. [redacted]
who hates the regime, he is of medium [redacted]

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- g. Colonel Józef Kamiński [redacted] is the commander of *the Renowned Corps of* the Bydgoszcz military district. [redacted]

- h. Colonel Adam Koniewicz [redacted] works in the second bureau (Informajca) of the General Staff. [redacted]

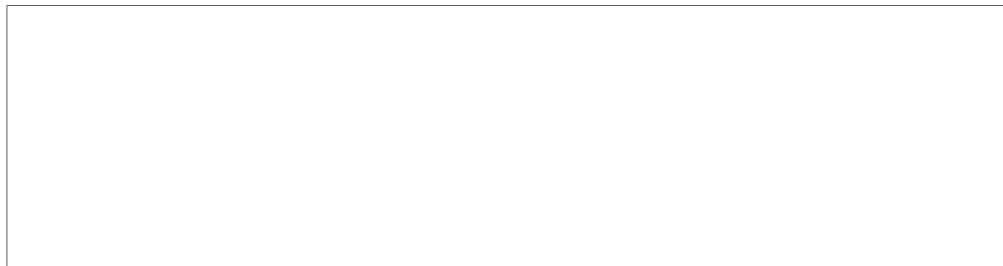
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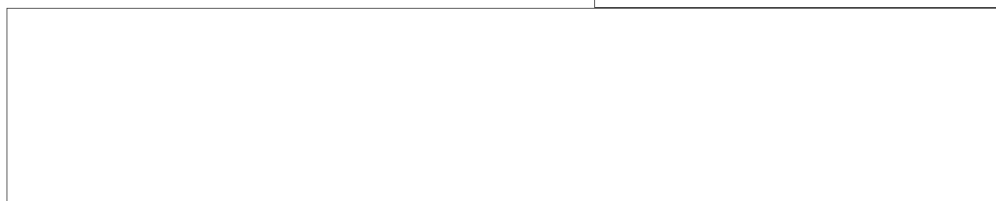
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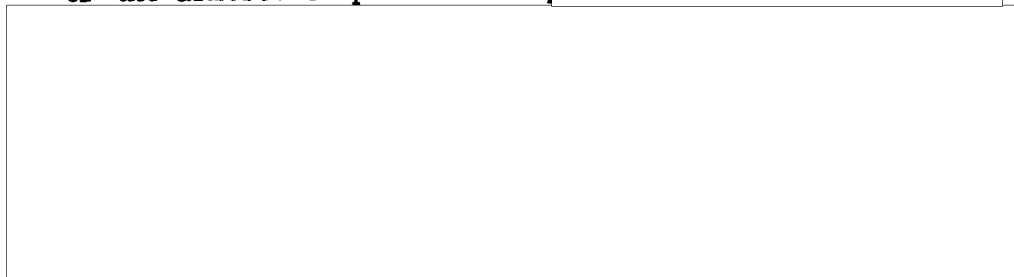
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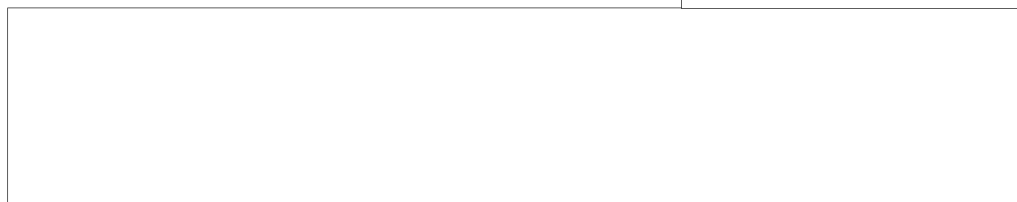
- i. Major Mikolaj Kowrzes  is the deputy commander
of the First Mechanized Regiment. 


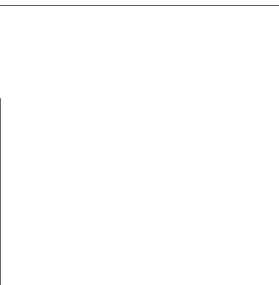


- j. Colonel Mieczyslaw Mazur  is the commander
of the armored corps in Poznan. 



- k. Lt. Colonel Zygmunt Porucki  holds the chair
political
of geography at the/academy in Warsaw. 



- l. Colonel Marian Sznepf  is the director of mili-
tary studies in the University of Warsaw. 



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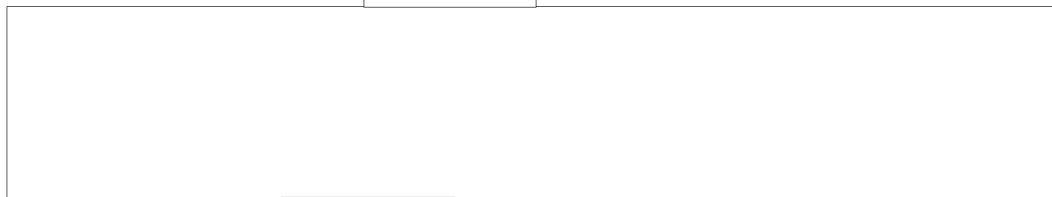
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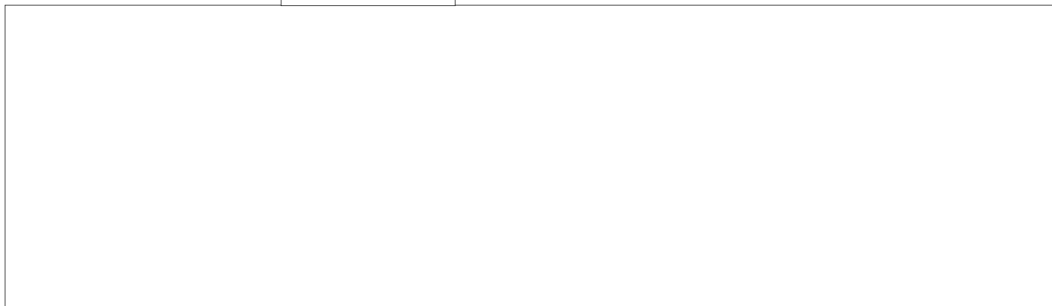
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m. Major Edward Umer,  works in the second bureau.

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n. Borys Zlohin,  was the Soviet advisor on armor



1.  Comment. The Frontier Guards no longer come aboard.

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9-
-11-

Legend to sketch of Szczecin

1. The Stolzczyn Foundry, a prewar plant which employs about one thousand workers, is being expanded and developed. The iron ores which it uses are imported from the USSR by sea, and are of very low quality. Part of the material, after treatment is returned to the USSR. The principal equipment of the plant are two Martin type furnaces. The plant has a small quay with a five ton crane and two smaller ones.
2. Nadbrzeze Huk. When the port of Szczecin was first put into operation in 1946-1947, this was the first area to be prepared for berthing ships. There are large open storage areas where iron ores, imported from for Czechoslovakia are stacked. The Stolzczyn foundry has requested that this area to be incorporated in the plant area, to be used for storage of iron ores. There are two mobile cranes with a lifting capacity of five tons, and two smaller ones with a capacity of up to one and one-half tons.
3. Factory for the production of super-phosphates, an old German plant which was reconstructed and expanded after the war. The raw materials are imported mainly from the USSR.
4. Paper factory.
5. Base of the Governmental Company for Underwater Dredging (Panstwowe Przedsiębiorstwo Robot Czerpalnych i Podwodnych), which has at its disposal 150 boats and vessels including two large tugs fitted with dredgers for deepening the harbor.
6. Area of the dockyard of Szczecin, the former site of the Vulkanwerke and Oderwerke, which is being developed and expanded. Although until recently only 5,000-ton vessels were built there, now ships under construction include vessels up to 10,000 tons.
7. Old ammunition depots (Arsenal) unused, which have four 3-ton cranes.
8. Harbor master, pilot base and port office, where there is also a radar station.
9. Passenger port (Pasazerski).

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-10-
-25

10. National Council Building of the district (Wojewodzka Rada Narodowa).
11. Pomeranian museum and theater
12. Port administration building (Zarząd Portu Szczecin)
13. The Shipping Office (Urząd Morski Szczecin), which is responsible for the maintenance of the berths with regard to maritime traffic. It is also charged with dredging the harbor and maintenance of lighthouses, buoys, and marine signals.
14. Workshops of the port authority for the execution of minor repairs to its own vessels.
15. Gas plant (Gazownia).
16. Crushing (?) plant.
17. Harbor and storage areas for Czechoslovakia. The berths and sheds have only recently been built by the Czechs. There are about ten cranes with lifting capacities of from one and one-half to three tons.
18. Dunczycz coast, also called Starowka, where large warehouses were built after the war. Merchant vessels berth there.
19. Slaughter house.
20. Lasztownia quay where Soviet merchant vessels berthed until 1956, when it was returned to the Poles. It is now being developed. There are large prewar sheds which are equipped with mobile cranes to transfer goods directly from the ship to the warehouses, most of which, however, were removed by the Soviets. The Poles are now installing new ones. There are plans to transfer the Port Administration to this sector.
21. Sardine and herring harbor.
22. Parnica quay, where there are four 3-ton mobile cranes.

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- 10 -
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23. Emergency Technical Equipment Store (Magazyny Rezerw Techniczno-Materialowych) which contain port maintenance equipment for a period of three months in case of war. The stock of materials amount to seven percent of the total port authority equipment. The main items are spare parts for cranes, motors for cranes, generators, compressors, electrical parts, communication equipment, and tools. There is also a civil defense store which contains gas masks, suits for protection against radioactivity, and rescue equipment. ✓
24. Main electric power station (prewar), where there are two or three small cranes.
25. Oil production center (Centrale Produktow Naftowych - CPN) and the loading area for liquid fuels (Rejon Przeladunkow Palin Plynnych). There are a large number of metal surface fuel tanks.
26. Noteckie quay (Wybrzeze Noteckie) which is a loading area for wood for export.
27. Gorno Slaskie quay (Wybrzeze G. S.) which is a loading area for export coal.
28. Coal basin (Basen Welgowy).
29. New basin being dug which is destined for loading coal on to ships by means of small wagons and conveyor belts.
30. Chrzanowskie quay (Wybrzeze Chr.) was used by the Soviets and later turned over to the Poles, but the Soviets still have the right of free use. There are two 15-ton cranes and further two 15-ton modern cranes being installed (near the Mostostal Plant). There are 30 additional cranes with lifting capacities of between three and five tons in the coal area.
31. Dockyard for repairs and refits (Szczecinska Stocznia Remontowa). The plant executes general refits on tugs and small vessels.
32. The Oder River Shipping Dockyard (Szczecinska Stocznia Zeglugi Srodladowej).
33. Passenger quay.
34. Road to police, anchorage of vessels and station of WOP.

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35. Szczecin railroad station.

A. Swamps.

B. Lake Dabie which contains submarines and vessels which sank during the war.

Legend to sketch of Swinoujscie

A. Entry to Swinoujscie from the sea.

1. Headquarters of Soviet naval base.

2. Anchorage for small Polish naval units where there are wooden huts and naval stores.

3. Anchorage for small units (minesweepers, trawlers, coastal patrol crafts) of the Soviet navy.

4. Stacja Bunkrowa quay. Ships which neither load nor discharge cargo dock there and load fuel and provisions. Fourteen five-ton mobile cranes have been installed there since the war.

5. Harbor master's office and pilot's base.

6. Quay (Falochron) under construction.

7. Radar station (It was rumored that during the NATO Naval Exercises in the fall of 1955 that the station was able to report immediately on any aircraft taking off from Sweden.)

8. Winter anchorage) These anchorages are hardly used because of
) the large number of wrecks present which have
9. Coal anchorage) not yet been salvaged.

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